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The Washington Times

WASHINGTON, SATURDAY, APRIL 26, 1919.

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TIMES WANT AD



SECTION TWO.

SECTION TWO.

District Field Hospital Boys Back From France; To Be Mustered Out Soon

PLAN TO SELL D.C. GARBAGE TO FEED HOGS

Commissioners Favor Change From Reduction Plant System—May Advertise for Bids.

By BILL PRICE.
The District government soon may decide to advertise for bids for the sale of garbage of this city to feed hogs instead of handling it through the garbage disposal plant at Cherrydale, Va., acquired by the city about a year ago.

All three of the Commissioners are interested in this subject not only as officials but as citizens, and Commissioner Gardner, a practical and successful farmer, long an advocate of using garbage for hog feeding, has been to the Naval Academy hog farm, near Annapolis, where splendid results are being obtained from the use of garbage in feeding, on being financial gain to the Government instead of former financial loss.

During the stress of war times the owners of the Cherrydale reduction plant found themselves unable to make new contracts for collecting and disposing of District garbage and the District was forced to buy the plant and assume operation. The plant is an old one. Not only that, its capacity is below that needed by the city.

So the question is about to be settled by the Commissioners as to whether best results will be obtained by selling the garbage to large and small contractors who will feed it to hogs on farms to be established away from the Capital.

Urges D. C. Hog Farm.
Commissioner Gardner long has been in favor of the District going into the hog raising business directly, as now is being done by many cities of the country, but this cannot be done for at least one more year because Congress has not made an appropriation for that purpose. At Occoquan, the District prison, in Virginia, many hogs are raised on the garbage collected there.

Until such time as the District may go into the hog raising business it must either dispose of the garbage in a reduction plant or sell it to the highest bidder who will feed it to hogs.

At Severn, Md., not far from Camp Meade, is an enormous hog farm, operated by the Government, where thousands of hogs are raised on garbage sold from Camp Meade at a good profit to the Government. The contractors have found the business profitable.

Naval Academy Experiment.
Until some months ago the Naval Academy paid a man \$40 a month to cart away the garbage from that institution. Then it was decided to use the garbage for feeding hogs owned by the Academy. The Academy has a District man, was put in charge of the experiment, and Dr. Woodward, of the Department of Agriculture, also a District veterinarian, was assigned to assist. The Academy has young hogs from St. Louis by the carload, turns them on the farm and in three to four months has hogs weighing 250 to 350 pounds. When bought they weigh 60 to 80 pounds.

Commissioner Gardner was told by Paymaster Bryan and Dr. Woodward that the meat from garbage-fed hogs is excellent. The theory of most farmers is that garbage does not produce firm flesh, and that to make firm meat from a hog it is necessary to feed the animal on corn for three or four weeks before killing time. That theory is wholly dispelled at Annapolis. The meat from the hogs is as good as that from hogs fed on corn, and the young cadets there have no complaint of it.

Watching Experiments.
Capt. F. S. Benson, assistant engineer, Commissioner, and Morris Hacker, Superintendent of Street Cleaning and Sanitation, recently have been investigating the garbage question because of the necessity of making recommendations to the Engineer-Commissioner for the next fiscal year, beginning July 1. They have visited a number of places and have been impressed with what they have seen and the facts obtained as to success in hog raising.

Baltimore is now disposing of garbage to big contractors who have hog farms below that city. The city is paid an increasing sum for garbage as the prices of live hogs increase. It is now getting about 67½ cents a ton for garbage delivered to a tannery where vessels of the contractors receive it.

If the District should sell its garbage to contractors for hog raising, or eventually should go into hog raising on its own account, the present reduction plant at Cherrydale might be done away with and a much smaller but more modern plant installed at Occoquan, to which point some of the garbage might be sent.

Here Are Our Rainbow Boys, Just Back From the War

Personnel of the old District field hospital company, known officially as the 165th field hospital company, 117th sanitary train, Forty-second division.

Officers of Company.
Commanded by Major Henry F. Sawtelle; wife, Mrs. Marion T. Sawtelle, 3011 Eleventh street northwest. Capt. Robert I. Wood, Sturgis, S. D. Capt. Augustus O'Brien, Orange, N. J.

First Lieut. Jeffrey N. Elder, Hopewell, Va. First Lieut. Benjamin A. Thoxton, Roxboro, N. C.

Enlisted Personnel.
Sergeant Charles W. Surles; nearest friend, Mrs. Mary Havens, 225 Indiana avenue northwest. Sergeant Thomas R. J. Cavanaugh; mother, Mrs. Johannah Cavanaugh, 701 Twenty-fourth street northwest. Sergeant Irving H. Silverberg; father, Louis Silverberg, 3561 Tenth street northwest.

Sergeant Howard E. Black; father, Earl S. Black, 722 Upshur street northwest. Sergeant Paul A. Sebastian; mother, Mrs. Katherine Sebastian, 345 Pennsylvania avenue northwest.

Corporal Charles O. Matthews; father, Lewis J. Matthews, 130 W street northwest. Corporal Walker H. Colston; father, John W. Colston, 1120 Seventh street northwest.

Corporal Franklin Butler; father, Joseph W. Butler, 1225 New Jersey avenue northwest. Cook Henry A. Windsor; mother, Mrs. Georgianna Randall, 2413 Franklin street northwest.

Cook Anthony Russo; mother, Mrs. Annie Russo, 735 First street northwest. Mechanic James J. Fitzpatrick; wife, Mrs. Marguerite M. Fitzpatrick, 629 Orleans place northeast.

Wagoner Robert R. Birch; father, Robert R. Birch, 4 E street southeast. Wagoner Joseph M. Brockwell; mother, Mrs. Belle Brockwell, 1259 Morse street northwest.

Wagoner Joseph C. Flood; father, Richard J. Flood, 2912 Twelfth street northwest. Wagoner Robert E. Fuller; mother, Mrs. Ruthie A. Fuller, 706 L street southeast.

Wagoner Michael J. Moran; mother, Mrs. Catherine Moran, 1111 Fourth street northeast. Wagoner Robert H. Potter; father, Fred E. Potter, 209 E street northeast.

Wagoner Bernard V. Rhodes; mother, Mrs. Mary Rhodes, 1151 Park place northeast. Wagoner William W. Richardson; sister, Mrs. Ruth R. Richardson, 904 K street northeast.

Wagoner Ernest L. Russell; father, Edward Russell, 2003 Gales street northeast. James F. Curtin; mother, Mrs. Mary A. Curtin, 621a Orleans place northeast.

Lewis J. Matthews; father, Lewis J. Matthews, 130 W street northwest. Private Henry C. Bozota; father, Joseph R. Bozota, 18 North Carolina avenue.

Private Samuel J. Denny; mother, Mrs. Margaret T. Denny, 63 Rhode Island avenue northwest. Private Raymond J. Doyle, Jr.; father, Raymond J. Doyle, 1341 H street northeast.

Private Arthur McK Elker; father, James McK Elker, 6312 Connecticut avenue, Chevy Chase, Md. Private Herbert C. George; mother, Mrs. Ella T. George, Cherrydale, Va.

Private Oscar A. Jackson; mother, Mrs. Emma Jackson, 480 O street northwest. Private William H. Kay; father, William H. Kay, 349 Pennsylvania avenue northwest.

Private Le Roy Keen; mother, Mrs. Mary M. Keen, 533 Shepherd street northwest. Private Ralph S. Kiefer; father, Jerome D. Kiefer, 2122 P street northwest.

THEY'RE SAME OLD BOYS: LISTEN TO THEM

CAMP MERRITT, N. J., April 26.—To show that the District Boys still have some humor left after passing through the grim horrors of war, listen to the questions they put to The Times reporter on the Leviathan:

Is Just's Old Stand still running? What's the show at the Gayety this week? Can I still get credit; I want to buy my girl a watch. How's Horning fixed to give me a loan? Street car strike on the Washington Railway over yet? Many new girls in Washington? What's whiskey a quart? Have the white wings declared a strike again?

Private Francis O. Sexton; mother, Mrs. Kate Sexton, 629 Pennsylvania avenue southeast. Private John Shepherd; father, John Shepherd, 20 Quincy place northeast.

Private Theodore P. Arbelly; mother, Mrs. Anna L. Arbelly, 1723 W street northwest. Private Ernest Binnix; mother, Mrs. Emma Binnix, 424 First street southeast.

Private George W. Burdette, 623 Pickford place northeast. Private Samuel J. Cohen; brother-in-law, Hyman Goldman, 1426 Q street northwest.

Private Edward G. Curtin; mother, Mrs. Mary A. Curtin, 409 K street northeast. Private Paul G. Demont; mother, Mrs. Emma Demont, 1801 K street northeast.

Private Frank X. J. Fogarty; father, William M. Fogarty, 1918 Virginia avenue southwest. Private Henry M. Ford; father, Harry B. Ford, 915 Seventh street northeast.

Private Sumner E. Healy; father, Thomas F. Healy, 2203 Flagler place northeast. Private Winfield S. Lynn; sister, Mrs. May Murphy, 728 Fifth street northeast.

Private John W. McCloskey; father, William McCloskey, 3217 Twelfth street northeast. Private George T. McDonald; father, Michael McDonald, 1931 K street northwest.

Private Ervin Modena; wife, Mrs. Marie Modena, 1305 Tenth street northwest. Private Logan J. Purcell; nearest friend, Dr. Daniel A. Yeatman, 645 H street northeast.

Private John W. Shiles; father, Charles W. Shiles, 2037 Park road northwest. Second Lieut. Richard E. Engel; mother, Mrs. Mary Engel, 1634 Third street northwest.

Sergeant Martin Quigley; headquarters company, 149th Field Artillery; mother, Mrs. Ella Quigley, 232 C street northeast. Private Mike Braddick, 149th Field Artillery; address War Department.

Elmer F. Neagle, 47 Quincy place northeast. Private Raymond Greishelmer, headquarters company 166th infantry; cousin, Herbert Meyer, office Assistant Secretary of the Interior.

The Leviathan, Bearing District Boys, Enters Port



A closer view of the Leviathan with thousands of home-coming Yanks lining the rails to return the cheers of the welcoming delegations.

Home Fires, Job, and Sight of Old Friends All District's Heroes Ask

By Staff Correspondent.
CAMP MERRITT, N. J., April 26.—And they want just three things. Yes, after spending eighteen months over in France, all the time under heavy gunfire, and continually making tours of the battlefields to rescue the wounded, eighty-three District field hospital boys ask for only three things.

And now that you are home, just what do you want most? The Times reporter on board the transport Leviathan called out to the District boys just two minutes after the ship docked at Hoboken, N. J.

And what they answered was—First—Just a glimpse of the old home firesides. Second—A job.

And third—A glimpse of the faces of the many Washington friends and relatives they left behind, when they went to fight for humanity back in November, 1917.

Arrival Inspiring.
It was an inspiring sight, the arrival of these District soldiers. The Leviathan docked at exactly 6:32. Just two minutes later The Times representative found the 165th Field Hospital Company, 117th Sanitary Train, Forty-second Division (this is the present designation of the District unit) "way down" almost at the bottom of the boat. They were crowded. On their backs they had their packs. "We need no notice to leave the ship," they said. "See our packs? We're ready."

And while the District men waited patiently below, Major Henry F. Sawtelle, former assistant District Health Officer, of 3011 Eleventh street northwest, scouted through the boat to hurry the movement of his unit.

Just above the dock, where the District men were, a band was playing. Just outside the boat, on the pier, was a second band, also playing. And still a third band could be heard. But what cheered the boys most

was the voices of the thousands of people on both sides of the Hudson, calling "Welcome Home" repeatedly until their voices became hoarse.

Finally the order to move came. They were brought to "C" deck. One by one the boys filed down the gang plank. Some were smiling. Others were frowning. A look of bewilderment appeared on some faces. And still others nearly fell down the plank in their hurry to leave the ship.

It didn't take long to get the boys into a waiting train and shoot them to this camp. And at 10 o'clock last night taps was sounded and the boys were off to bed.

But before leaving the ship the boys gathered around a Times reporter, and told him a few of the things the District boys did in the war.

Summed up, the story told by the excited hospital boys is as follows: "Yes, we were glad to get back. Did we fight? Well, not exactly. I'll tell you how it was:

Little Doing at First.
"Way last November General Pershing decided he needed men to care for the wounded. And being as we were a hospital company, they gave us the job of helping care for the wounded men. Well, we went to France, and arrived there about November 2. There wasn't much doing then. You know we couldn't care for wounded in our division unless the men had been fighting. It didn't take them long to send us to the front. And when they did, we were given the job as first-line hospital men.

"Our work was hard. We worked mostly by the dark of night. After a battle we would be given orders to gather wounded men and bring them back to the hospital. This was hard work. Many times we would get a wounded man, bring him back on the stretcher, only to have him cuss us for rough handling. Yes, they did that—but they didn't mean it.

"We did the best we could in mov-

Biggest liner in world steaming up Hudson to her dock in Hoboken yesterday with 12,000 soldiers, among whom were District Field Hospital unit, which was under fire in all important battles in which Rainbow Division took part. The Leviathan's size may be realized by comparison with ships which formed her convoy.



BRIG. GEN. DOUGLAS MACARTHUR.
Former press censor in the War Department, who arrived in New York yesterday on the transport Leviathan. General MacArthur was formerly chief of staff of the Rainbow Division, and was recommended for promotion to major general because of his bravery in the field. He also has been decorated by our allies for bravery.

ing them. And it hurt whenever they moved a limb. I don't blame them for cussing us. Yet, this discouragement given by the men was the hardest part of the work.

Always in Danger.
"We never said quite, 'We worked always in danger. Many times the hospital we were working in would be bombed just after we had left. In France they called us lucky because we suffered only one casualty—that was Capt. William B. Hudson, the former superintendent of the swimming pools in Washington. He was a great man and everybody loved him. He was killed while dressing the wounds of a comrade."

"I suppose we were lucky." It may be explained here that although there were no casualties in the company with the exception of Captain Hudson, the District unit won fame in France for its daring and bravery, and willingness to work, regardless of the circumstances. On one occasion the District boys were working in a large base hospital. Because of some order all the District men were called outside. They had gotten barely ten yards from the door when a bomb fell on the roof of the hospital killing four patients and many other soldiers. The District men all

escaped without a scratch. According to the official records of the division the unit fought at all of these points: Burey-en-Vaux, Maxey-sur-Meuse, St. Blin, Forcy, Nogent, Roleport, Longueval, Langres, Humes, La Marche, Bayon, Menil-sur-Belvithe, Baccarat, Guggencourt, St. Dieler, Soulanges, Camp De Tractour, Bussey le Chateau, Chalons, Ecurey-sur-coote, Lu Laganay, Brienne, Bourmont, Longchamps, Germany, Biequeval, Lagney, Forest de Reins, Mandres, Essey, Hieppes, Dombasle, Bosc de Cahpy, Argonne Forest, Bricquenas, Authe, Tanny, Authe, Rayonville, Alenerville, Stenay, Bellefontaine, (Belgium), Mersch (Luxemburg), Grelich, Prunzurlay (Germany), Lisendorf, Adneaux, Oberzissen and Neuenh Neuenahr.

Just how long the District boys will stay at this camp is not known definitely. It is expected they leave Sunday for a demobilization camp, the location of which has not yet been announced.

NEW YORK, April 26.—The giant Leviathan missed hitting a mine by a margin of thirty feet off the coast of Newfoundland on the last day of the trip.

AUTO TURNS TURTLE; ONE DEAD, 4 HURT

Chaufeur Killed Underneath Car Which Crashes Into Fence On Way to Havre de Grace.

One Washington man was killed, another is dying today and three others are suffering from shock and painful injuries received when an automobile in which they were riding crashed into a fence and turned turtle near Belair, Md., while they were speeding to the race track at Havre de Grace yesterday afternoon.

The dead man is James C. Buck, twenty-six years old, chauffeur for the Terminal Taxi Company, who lived at 513 Tenth street northwest, with Mr. and Mrs. James Boyd, relatives.

List of Injured.
The injured, who are at the Havre de Grace Hospital, are D. J. Fallon, twenty-eight years old, 210 New York avenue northwest; skull fractured and expected to die. Carroll W. Yates, twenty-three years old, of the Stanhope apartments, New Jersey avenue and H street northwest; right leg broken and suffering from cuts.

Clarence Coombs, twenty-five years old, 1343 Potomac avenue southeast, suffering from shock, cuts and contusions. Peter Fitzpatrick, twenty-eight years old, 3327 N street northwest, cuts on face and hands from splintered windshield of the machine.

Buck was driving the automobile. After running through Belair, the automobile was making a sharp turn around a curve, near Bynum's Run, a mile the other side of Belair, when Buck lost control of the steering gear and the machine crashed into a fence, upsetting.

Pinioned Under Auto.
Found pinioned under the automobile, the Washingtonians were rescued by passing motorists and workmen on the road, who jacked up the car and extricated them.

The injured men were given first-aid treatment by Dr. A. Franklin Van Bibber, of Belair, who had them sent to the Havre de Grace Hospital. He found Buck was most seriously hurt, finding his jaw and skull were broken and that he was suffering from internal injuries.

Fallon's wife did not know he was going to the races at Havre de Grace. It was not until she received a telegram of his serious injury that she knew he was in Havre de Grace. She left immediately for the hospital and today is at her husband's bedside.

Mr. Boyd, an aunt of Buck, told The Times "Jimmy left for work about 9 o'clock yesterday morning. He said nothing of going to the races. We heard of his death through a telegram sent by the hospital authorities early this morning."

All of the men were employed by the Terminal Taxi Company and decided to make a trip to the races shortly before noon yesterday.

16 DISTRICT HEROES AT NEWPORT NEWS
NEWPORT NEWS, April 26.—Sixteen Washington officers and men arrived here yesterday from France on the transports Rindam and Matsonia.

They are: Sergeant Leon F. Gaynor, 115 Chatham court; First Lieut. Clyde K. Creasy, 297 C street southwest; Private Daniel J. Condon, 336 K street northwest; Sergeant George E. Culp, 330 Tenth street northeast; First Lieut. Clarence Weaver, 123 Kentucky avenue, and Private Ronald Gilbert, pine storage and traffic division of base hospital No. 26; Lieut. Col. Julian Catell; Capt. Claude Caylor, 723 Fifth street northeast; Sergeant Clifford Fairies, 1717 Lamont street northwest; and Sergeant Robert Wenzel, 501 B street northeast, all of Base Hospital No. 41. Casuals—Corporal John Pierce, Halley place, Congress Heights; Private George Holmes, 3719 Newton street northeast; Private Claude Gathena, Fifty-third infantry, 3034 R street northwest; Private Harry Pooler, Ninth Infantry, 1462 Chapin street northwest, and Private James Moore, 578th Engineers.

All the above named men arrived on the Rindam. Lieut. Col. Ferdinand W. Kobbe, Eighty-second Division, Adjutant General's Department, Washington, was the only Washington man to return on the Matsonia.

DIAMONDS VANISH AS MAN INSPECTS THEM

Police today are searching for an unidentified colored man who entered the jewelry store of Francis J. Hilliard, 1827 Seventh street northwest, and after being shown several rings stole two diamond rings valued at \$45.

The Tiny Times

The World's Smallest Newspaper.

VOL. III NO. 43

A NEEDED DIVERSION

FEATURE SECTION

SO THIS IS WEDNESDAY, IS IT?

BE FORGETS HIS WEDDING ANNIVERSARY.

PLENTY OF ROOM UP FRONT.

EDITORIALS

ROCKING THE BOAT.

THE THREE WISE MEN

WHAT ON EARTH AILS YOU, TOWSER? MUSTA TREAD A CAT ER, SOMETHIN'.

MUSTA HAVE SOMETHIN' SERIOUS ON HIS MIND. HE WANTS ME TO FOLLOW HIM.

HUSBAND KILLED BY CAR; WIDOW SUES FOR \$10,000

Mrs. Bertha L. Everett, widow and administratrix of the estate of Walter C. Everett, has filed suit for \$10,000 damages against the Washington Railway and Electric Company. Mrs. Everett, represented by Attorney D. Edwards Clark, alleges that April 23, 1918, upon alighting from a car on the Benning road near Seventeenth street northeast, her husband was struck by another car, dying two days later from the injuries sustained.